

AMONG THE AUTOMOBILISTS.

EARLY START THIS YEAR IN MAKING VANDERBILT RACERS.

Fifteen American Manufacturers, Fronting by Experience, Now Have Cars Under Construction—At Least Two Will Be Ready for the Road in June—Gossip.

From reports of the plans of many leading American automobile manufacturers it seems apparent that the makers of this country have been to heart the lessons of the past few years regarding the comparative lack of success of American cars in great road races. In past years nearly every firm in this country had had any intention of entering the list as a competitor in road racing, either in this country for the Vanderbilt cup or for any of the many foreign events, waited too long before starting on the work of constructing the chassis or machines to be standard bearers of the American automobile industry in international competition. At the present time, however, announcements have been made of at least fifteen makers who now have from one to three racing cars in a more or less advanced stage of construction, in one case the prediction being made that two cars of one make will be ready for the road early in June. It is quite likely that there are other firms who are quietly at work on racing machines, but who have not made any sort of announcement concerning them, and pioneer motorists are this year expressing more confidence in the chances of an American car winning the Vanderbilt cup race than they have done in former years. William K. Vanderbilt, Jr., donor of the Vanderbilt cup, will return to this country from Europe early in April, and it is quite possible that the complete regulations concerning the construction of Vanderbilt cup candidates will be announced before the end of next month so that American and foreign makers will know whether or not the former weight limit regulation of 2,500 pounds will be the main part of the rules or whether they will have to run their cars under some sort of a fuel capacity regulation, as that for the Grand Prix of the Automobile Club of France, or whether they will be forced to comply with a combined cylinder capacity and weight limit regulation, as is the main rule for the Emperor's cup race in Germany, for which ninety-two cars have been entered.

Whatever regulations may be adopted for the Vanderbilt cup race it seems very likely that America will be represented in the final event by a team of thoroughly tried out machines, which will have been run long enough to eliminate any minor defects, such as have brought confusion in the past.

The members of the Automobile Club of Hudson County, whose headquarters are in Jersey City, have elected the following officers for the ensuing year: President, J. V. Z. Anthony; vice-president, John P. Landring; board of governors, E. M. Dixon, J. H. Edwards, Dr. L. N. Odyke, H. T. Pond and Herbert Scott.

The palace of machinery and transportation, one of the largest buildings of the International exposition, containing 350,000 square feet of exhibit space, will house the greater part of the transportation display to be made at the exposition, which opens on April 29. This building, in a central part of the grounds, overlooking the waters of Hampton Roads, is of permanent brick and concrete construction, and is considered one of the most attractive structures on the grounds. In an official statement the exposition officials say: "Owing to the fact that the Government is considering the advisability of holding official speed and endurance tests for motor cars at the exposition, in connection with the War Department and Post Office Department services, great interest is being manifested by manufacturers of such vehicles in every part of the country, and it is expected that a very complete exhibit along these lines will be displayed at the exposition."

One of the City Fathers of Chicago is advocating a plan to erect a municipal garage in that city and has submitted his plan to the council finance committee. He proposes that all cars, except those for the use of the fire and police chiefs, be kept in the garage and sent out on call from any city department head. When a machine goes out the time will be registered and also the use for which it is taken. The return also will be checked.

At a recent meeting of the Toronto Automobile Club it was decided to discontinue the corporate existence of the organization and to form a new provincial association to which every motorist in the province of Ontario will be eligible for membership. The new organization will be named the Ontario Motor League, and one of its principal objects will be to carry on a good roads movement somewhat similar to those promoted by automobilists in the United States.

Word comes from Paris that with the opening of the European racing and competition season the new regulations of the Automobile Club of France, requiring every driver to have a license, come into operation. Owing to numerous complaints against drivers in touring, endurance and racing events, it was decided last year that no motorist should be allowed to compete in any event run by the Automobile Club of France, or approved by that body, unless he had the competitive license. As the club will only recognize those contests in which this condition is imposed, it practically follows that to compete in any race or contest on the Continent of Europe the driver must be licensed by the A. C. F. Obtaining the license is a very simple matter. The applicant must write to the Commission des Concours at the A. C. F., Paris, stating his demand and enclosing a small photograph of himself mounted on cardboard. The license is pasted on the back of the photograph, and is granted to every applicant giving proof of his ability to handle an automobile, and of his intention to observe the racing rules or intention to the orders of officials. This rule will of course apply to Americans taking part in any recognized race or competition in Europe.

Discussing the degree of care required in operating a motor car the Superior Court of Delaware holds that one operating a motor car has the same right as one operating any other vehicle to use the streets of a city, and must exercise reasonable care and caution for the safety of others, and in an action by one who was run over by a motor car the jury may consider the speed, size, appearance, manner of movement and the amount of noise made by the machine in determining the degree of care that should have been used. The court also holds that the relation of master and servant exists between a driver and his employer, and that the applicable to that relation apply. Another point decided is that where one who is injured by being run over by a motor car in the streets of a city saw it before it struck him, or by reasonable use of his senses could have seen it in time to avoid the injury, he cannot recover.

For the month of January, 1907, the total value of automobiles and parts exported reached the sum of \$378,467, as compared with \$292,494 for the corresponding month of 1906. Of the former sum \$131,242 represented the value of 214 complete cars and \$246,225 worth of parts, the proportionate growth in these items not being evident, as the value of the parts was not stated separately prior to July 1, 1906. As usual, the largest single item is that of the United Kingdom, amounting to \$111,161, while the smallest, considering the automobile manufacturing nations, is Germany, with but \$4,804. For the period of seven months ending January, 1907, the total amount exported was \$1,433,000, as compared with a value of \$1,429,144 for the corresponding period of 1906. The increase of the present year. The latter was composed of the sum of \$2,103,550, representing 146 complete cars, and \$222,092 worth of parts.

Referring to the international automobile exhibition to be held next May in Madrid, Consul-General R. H. Ridgely of Barcelona has sent several prospectuses to this country at the exposition wherein all the conditions are set forth. Copies of these may be secured from the Bureau of Manufactures in Washington. Mr. Ridgely writes: "This will be an excellent opportunity for American manufacturers to exhibit their products, but it must be repeated that it will not be worth while to show any one-cylinder machine here, as there are pronounced prejudices against them, and virtually no sale for them. The same prejudice even applies to two-cylinder motors, and as a matter of fact there is little demand in Spain for other than three or four cylinders. Manufacturers who can offer a good robust cheap machine of this character, of from 15 to 20 horse-power, at prices ranging from \$1,500 to \$1,800, would probably find a prompt market. A good two-cylinder, hub-back, provided the motor did not vibrate too strongly, however, would sell in Spain, if it could be offered at a reasonable price, and manufacturers having such machines to export would do well to exhibit them at the Madrid show. With the prospectuses referred to there are various applica-

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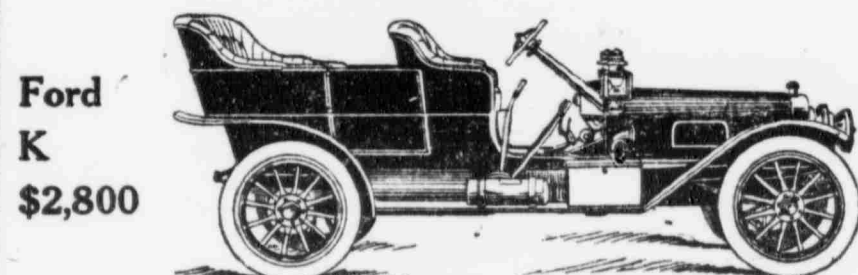
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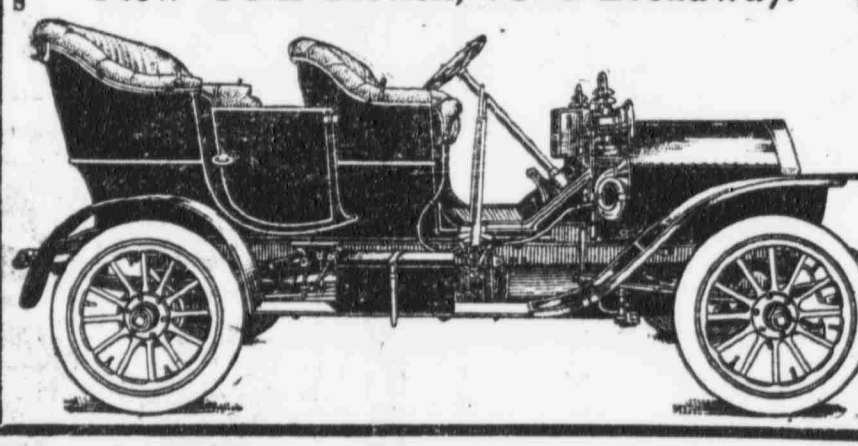
There is no water to carry; no steam to guard against; no plumbing to worry about—nothing to do but enjoy the ride, the company and the scenery. It weighs only 2,250 pounds, has 25-30 brake horsepower, 102 inch wheel base; 32x4 inch wheels, perfect three-point suspension, ensuring absolute alignment of bearings, three speed selective type transmission, two sets of deadstop brakes, and has more horsepower per pound weight than any other car of its price, \$2,500. It is a car for the owner, not the chauffeur, and will take you anywhere you want to go as fast as you dare drive it. Write for the KNOX annual for 1907; it describes and fully illustrates the most modern car of the year. It is free.

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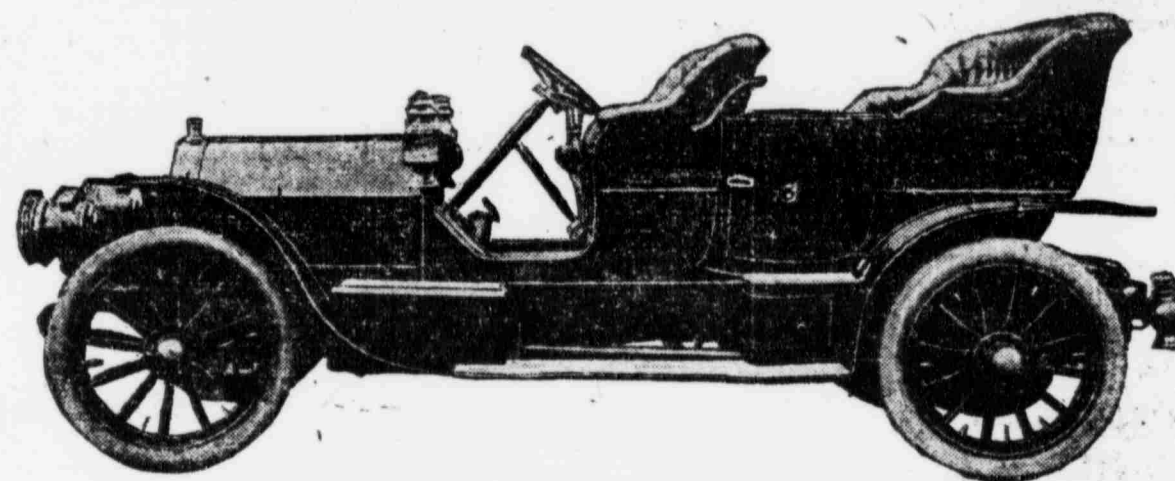


tion books which intending exhibitors can fill up and forward to the Director of the Exposition de l'Automobile, aux soins du Royal Automobile Club d'Espagne, Madrid, Spain. Automobiles intended solely for display at the exposition will be admitted into Spain free of customs duties.

Some three or four years ago the custom of building cars for their own use from stock parts or from parts of their own design was quite prevalent among owners of small machine shops and others who had facilities for having machine work done at low rates, says the *Horseless Age*. Some of these vehicles were, of course, built with a view of possibly interesting capital in their manufacture, but many of the builders had no other object in view than that of securing for their own use a car cheaper than could be bought in the market and probably more in accordance with their personal views of what a small, cheap car should be. At the

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